

SECRET

**IT IS DIFFICULT
TO COME OUT
OF ROMANIA
WITH BENEFIT**

by István ADORJÁN

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On the cover: the sun rising over the Romanian–Hungarian frontier zone after Curtici (Romania) and before Lőkősháza (Hungary), seen through the window of the train on 10 July 2014 during one of the many millions of hidden-ethnic-cleansing-caused travelings out of the darkness of the Romanian ethnic-national imperialism, illumining the planet Earth for just around three more billion years, before perishing for ever by exploding for a cosmic hydrogen bomb, and perishing the earthly life and its environment for ever, except the “God”-like humans, who shall be able to come out of the solar system with the benefit of a flying object, and see that tragic cosmic spectacle through the window.

*Demand the human right for state founding!
Otherwise, states can neglect human rights.*

It Is Difficult to Come out of Romania with Benefit

by István ADORJÁN

In this article reinforced with screenshots and photos, I write down two actions of mine that further corroborate my experience of life, conviction and principle that it is difficult to come out of Romania with benefit, and provide an explanation.

For 31 March 2015, I planned a journey to the Grădinari zone in Caraș-Severin county in Romania to take a photo for the desired front-cover of my book entitled “Across the Romanian–Yugoslav State Frontier of the Forest.” I intended to reach that relatively isolated place by train. I found the corresponding schedule of trains on the site merstrenuri.ro, as can be seen on the following screenshots:

The screenshot shows a Mozilla Firefox browser window displaying a train schedule page from the website merstrenuri.ro. The title bar reads "Rute - Mersul trenurilor - Mozilla Firefox". The main content area shows a table of train services for the route "Ruta: Timisoara Nord - Grădinari Caras" on "Data călătoriei: Ma,17-Mar-2015". The table has columns for "Tren" (Train), "Servicii" (Services), "Plecare din stația" (Departure from station), "Sosire în stația" (Arrival at station), "Așteptare" (Waiting), and "Observații" (Observations). The table lists several train services, each with a link to "Regiotrans SRL". The right side of the page contains some explanatory text in Romanian and a "Screenshot" button.

Tren	Servicii	Plecare din stația	Sosire în stația	Așteptare	Observații
R 14505	CI2	7:37 Timisoara Nord	9:19 Berzovia	0:09	Regiotrans SRL
R 14523	CI2	9:28 Berzovia	10:38 Grădinari Caras		Regiotrans SRL
<u>Pret</u> Distanța: 110.5 km Durata: 3:01					
R 14505	CI2	7:37 Timisoara Nord	9:19 Berzovia	4:09	Regiotrans SRL
R 14525	CI2	13:28 Berzovia	14:37 Grădinari Caras		Regiotrans SRL
<u>Pret</u> Distanța: 110.5 km Durata: 7:00					
R 14509	CI2	13:36 Timisoara Nord	15:05 Berzovia	2:22	Regiotrans SRL
R 14527	CI2	17:27 Berzovia	18:36 Grădinari Caras		Regiotrans SRL
<u>Pret</u> Distanța: 110.5 km Durata: 5:00					
R 14513	CI2	15:45 Timisoara Nord	17:16 Berzovia	0:11	Regiotrans SRL
R 14527	CI2	17:27 Berzovia	18:36 Grădinari Caras		Regiotrans SRL
<u>Pret</u> Distanța: 110.5 km Durata: 2:51					

Partial translation from the Romanian language: Ruta = Route, Data călătoriei = Date of journey, Ma = Tuesday, Mar = March, Tren = Train, Servicii = Services, Plecare din stația = Departure from the station, Sosire în stația = Arrival at the station, Așteptare = Waiting, Observații = Observations, Distanța = Distance, Durata = Duration.

The site provided even the schedule board of stations, so that I could have the pleasure of viewing the train-services available in the railway stations in Berzovia and Grădinari, just as in the stations themselves:

Statie - Mersul trenurilor - Mozilla Firefox Mon Apr 6 2015 18:07:28 Istvan Adorjan

file:///media/ Wikipedia (en)

Stația: Berzovia
Valabil de la Du,14-Dec-2014 la Si,12-Dec-2015

Nr	Tren	Servicii	Sos	Opr	Ple	Ruta trenului	Observații
1	R 14520	Cl2	4:42	-	-	Oravita 3:05 -- Berzovia 4:42	Regiotrans SRL
2	R 14499	Cl2	4:45	0:06	4:51	Gataia 4:25 -- Berzovia 4:51 -- Resita Nord 5:43	Regiotrans SRL
3	R 14500	Cl2	4:48	0:07	4:55	Resita Nord 4:01 -- Berzovia 4:55 -- Gataia 5:15 -- Jebel 5:47 -- Timisoara Nord 6:18	Regiotrans SRL
4	R 14521	Cl2	-	-	5:00	Berzovia 5:00 -- Oravita 6:37	Regiotrans SRL
5	R 14501	Cl2	6:29	0:01	6:30	Gataia 6:10 -- Berzovia 6:30 -- Resita Nord 7:20	Regiotrans SRL
6	R 14504	Cl2	8:25	0:09	8:34	Resita Nord 7:35 -- Berzovia 8:34 -- Gataia 8:54 -- Jebel 9:34 -- Timisoara Nord 10:09	Regiotrans SRL
7	R 14522	Cl2	8:28	-	-	Oravita 6:47 -- Berzovia 8:28	Regiotrans SRL
8	R 14505	Cl2	9:19	0:14	9:33	Timisoara Nord 7:37 -- Jebel 8:09 -- Gataia 9:00 -- Berzovia 9:33 -- Resita Nord 10:24	Regiotrans SRL

Partial translation from the Romanian language: Valabil de la = Valid from, Du = Sunday, la = to, Si = Saturday, Nr. = No., Sos = Arrival, Opr = Calling, Ple = Departure, Ruta trenului = Route of the train.

Statie - Mersul trenurilor - Mozilla Firefox Mon Apr 6 2015 18:08:12 Istvan Adorjan

file:///media/ Wikipedia (en)

Stația: Grădinari Caras
Valabil de la Du,14-Dec-2014 la Si,12-Dec-2015

Nr	Tren	Servicii	Sos	Opr	Ple	Ruta trenului	Observații
1	R 14520	Cl2	3:32	0:01	3:33	Oravita 3:05 -- Grădinari Caras 3:33 -- Berzovia 4:42	Regiotrans SRL
2	R 14521	Cl2	6:09	0:01	6:10	Berzovia 5:00 -- Grădinari Caras 6:10 -- Oravita 6:37	Regiotrans SRL
3	R 14522	Cl2	7:15	0:01	7:16	Oravita 6:47 -- Grădinari Caras 7:16 -- Berzovia 8:28	Regiotrans SRL
4	R 14523	Cl2	10:38	0:01	10:39	Berzovia 9:28 -- Grădinari Caras 10:39 -- Oravita 11:05	Regiotrans SRL
5	R 14524	Cl2	11:58	0:01	11:59	Oravita 11:31 -- Grădinari Caras 11:59 -- Berzovia 13:08	Regiotrans SRL
6	R 14525	Cl2	14:37	0:01	14:38	Berzovia 13:28 -- Grădinari Caras 14:38 -- Oravita 15:05	Regiotrans SRL
7	R 14526	Cl2	15:57	0:01	15:58	Oravita 15:30 -- Grădinari Caras 15:58 -- Berzovia 17:07	Regiotrans SRL
8	R 14527	Cl2	18:36	0:01	18:37	Berzovia 17:27 -- Grădinari Caras 18:37 -- Oravita 19:04	Regiotrans SRL
9	R 14528	Cl2	19:41	0:01	19:42	Oravita 19:14 -- Grădinari Caras 19:42 -- Berzovia 20:51	Regiotrans SRL

I mainly planned to arrive at Grădinari at 18.36, and spend the night in sleeping-bag in its beautiful and partly virgin nature. For the case of rain and not finding accommodation in the region, I intended the waiting-rooms of the railway stations in Berzovia, Grădinari or Oravița — known by me from 1993 — for the final solution.

On 31 March 2015 at around 8.33, I got on the international Romanian train No. 73 named “Traianus,” which was scheduled to arrive at Timișoara at 13.18, according to the Hungarian MÁV START and the Romanian SNTFC timetables:

Departure Time	Arrival Time	Duration	Distance	Fare	Class	Services
07:33	09:10	1:37	125 km	2.725 Ft	P	Book ticket
08:33	10:10	1:37	125 km	2.725 Ft	P IC	Book ticket
10:33	12:10	1:37	125 km	2.725 Ft	P IC	Book ticket
11:33	13:10	1:37	125 km	2.725 Ft	P	Book ticket

Departure Time	Arrival Time	Duration	Distance	Fare	Class	Services	
08:33	10:10	1:37	125 km	3.535 Ft	2.905 Ft	IC	Book ticket
09:33	11:10	1:37	125 km	2.725 Ft	P	Book ticket	
10:33	12:10	1:37	125 km	2.725 Ft	P IC	Book ticket	
11:33	13:10	1:37	125 km	2.725 Ft	P	Book ticket	

Planificare calatorie - Mozilla Firefox

Mersul trenurilor sofronea arad - Bing Planificare calatorie

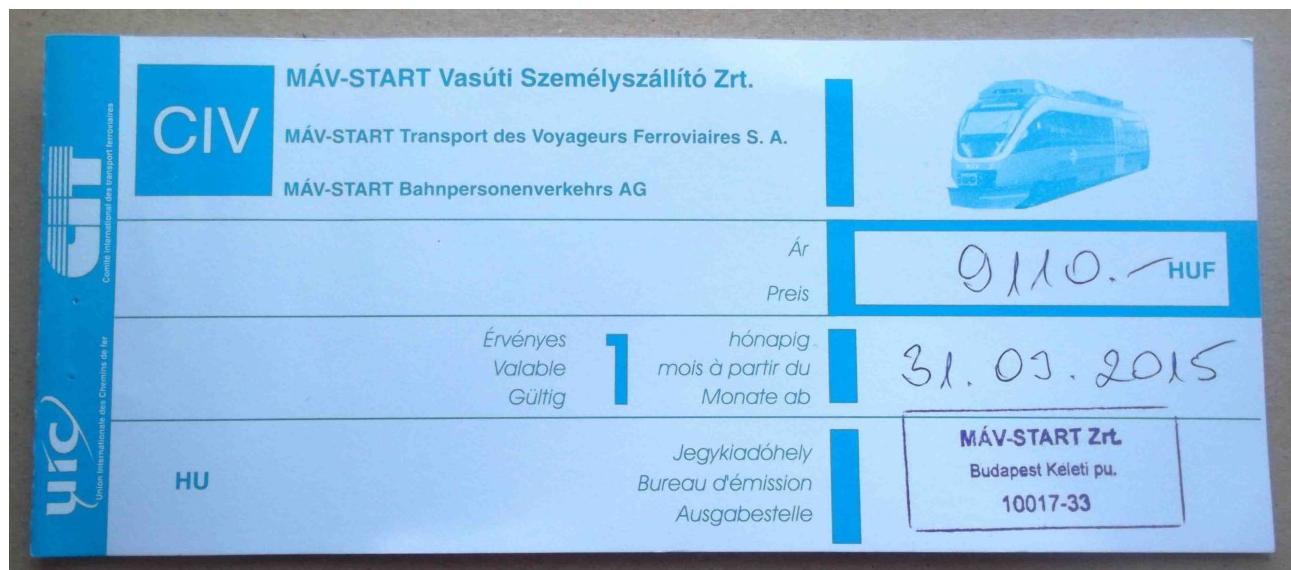
www.mersultrenurilorcrf.ro/imtf/rute.aspx?lng=ro

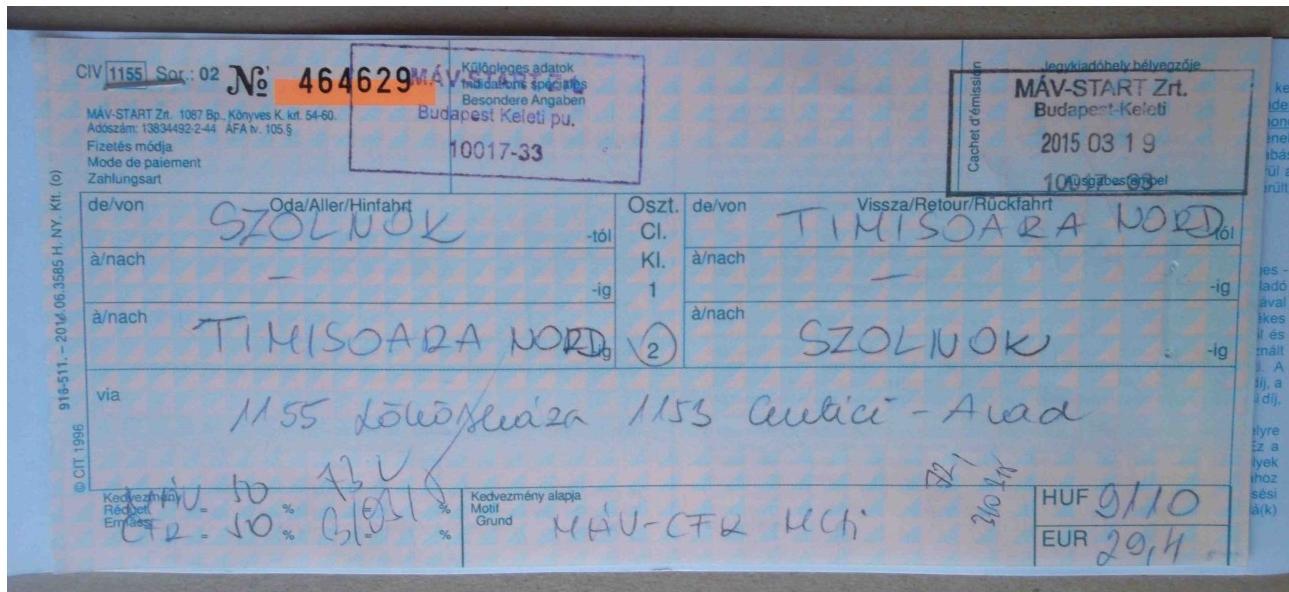
6	Pret	02-04-2015 R- 2292	Curtici	Arad	05:40	06:05	[2]		00:19	00
		02-04-2015 R- 2023	Arad	Timisoara Nord	06:10	07:24	[1][2]		01:14	-
7	Pret	02-04-2015 R- 2202	Curtici	Arad	05:46	06:05	[2]		00:19	01
		02-04-2015 R- 3112	Arad	Timisoara Nord	07:54	09:21	[2]		01:27	-
8	Pret	02-04-2015 R- 2204	Curtici	Arad	06:48	07:07	[2]		00:19	00
		02-04-2015 R- 3112	Arad	Timisoara Nord	07:54	09:21	[2]		01:27	-
9	Pret	02-04-2015 R- 2206	Curtici	Arad	08:44	09:03	[2]		00:19	01
		02-04-2015 IR 1531	Arad	Timisoara Nord	10:40	11:32	[1][2][3]		00:52	-
10	Pret	02-04-2015 IR 73-	Curtici	Timisoara Nord	12:12	13:18	[1][2]		01:06	-
		02-04-2015 IR 75-	Curtici	Arad	14:04	14:18	[1][2]		00:14	02
11	Pret	02-04-2015 R- 2608	Arad	Timisoara Nord	16:23	17:47	[2]		01:24	-
		02-04-2015 R- 2240	Curtici	Arad	15:54	16:11	[2]		00:17	00
12	Pret	02-04-2015 R- 2608	Arad	Timisoara Nord	16:23	17:47	[2]		01:24	-

Transferring data from ts1.trafic.ro...

Screenshot

I had the following ticket and extra ticket:





At the Romanian railway frontier crossing-place, Curtici, I was sitting alone in the front part of the carriage.

“Passport, please!” was I surprised from behind by a frontier policeman.

While lifting up my head and giving the passport, I saw that two other frontier policemen had passed by me before without my observing them.

Shortly after Curtici, the train called at the halting-place in Șofronea — probably officially unscheduled — and stayed there for around fifteen minutes. So that, I got off in haste at Timișoara at around 13.33, thinking that I could reach the train to Reșița — with which I had to go as far as Berzovia — only without a ticket, and I should buy it on the train. Accordingly, I started running to the trains preparing to depart, but one went to Iași, the other to Craiova, if I remember well.

“Which train goes to Reșița?” asked I a SNTFC employee, being near the last train.

“No one.”

“How?! ... Is not there a train to Reșița at 13 ...?!”

"There is no more. The private company which operated it no more operates ... You have a train to Reșița at 16.20."

"... Thank you."

I went into the station-building to a window.

"Could you tell me whether there is a bus station hereabouts, because my train is later."

"You'll cross the bridge, and to the right."

"Thank you ... So, the next train towards Grădinari is at 16.20, is not it?"

"There is no train towards Grădinari."

"... Then, towards Berzovia."

"Neither to Berzovia ..."

"... But, does not the Reșița train go through Berzovia?!"

"No. It goes through Caransebeș."

"And from Reșița, is there a train to Grădinari?"

"That I don't know."

"... Thank you."



[31 March 2015, 13.48] I am walking towards the bus station on the bank of the canal Bega.

I arrived at Autotim at around 13.50 hours.

"Are there buses to Oravița from here?" asked I someone.

"Yes. The next one is at 14.30. You can buy a ticket there."

"Thank you."

There was a new, modern building, visibly especially built for the station. I entered it. Neared the information office. Three persons were inside.

"Does the bus to Oravița go through Grădinari?" asked I the person opening the window, while the other two were looking at me as well.

"Yes," told me all three of them, at the same time.

"Thank you."

There were several ticket selling windows. But only one was open. My turn came. The woman ticket-clerk looked up at me.

"A ticket to Grădinari," said I.

"With that of 14.30?"

"Yes."

"... Now, quickly-quickly will we change the shift," said she, while another ticket-clerk made her appearance behind the window.

I was looking right and left, up and down, in all directions, just in order not to become a spectator of the show. My neck having grown relatively tired, I turned my head towards the window.

"How much does it cost?" asked I the sitting ticket-clerk, who had begun selling me a ticket, hoping that she would serve me after all.

"I have forgotten where you asked it," said she, while was looking at the monitor of the computer.

"To Grădinari."

"Twenty lei."

I took out of the purse the banknote of 500 lei, and prepared myself for paying.





This banknote — equivalent to around 110 euros, capable of ensuring a living of one month in Romania — also has a special story. On the occasion of my being sent back to Romania from Denmark on 23 July 2009, next day I asked for a passport in Târgu Mureş, but I did not take it out at that time. On 20 December 2014, my identity card expired, so I had to go to Romania to ask for a provisional identity card, and for a new passport, because I thought the old one had expired in July 2014. Having received the provisional identity card on 30 December 2014, I paid the taxes required for a temporary passport, a normal passport, and for urgency. However, at the passport office I was told that the passport of July 2009 had been issued for ten years, so it was still valid, and, consequently, actually issued for four years and a half. As a result, I was paid back the paid taxes, partly with the above banknote of 500 lei.

“Just look at that,” was saying the standing ticket-clerk to her co-worker, “what money he has come with!”

I pretended not to have heard anything.

“That's a too big money,” turned she towards me, in a raised voice.

I looked at her interrogatively.

“Five million is too big. I am just entering upon duties. I cannot repay you the rest ... Change it!”

There are around ten years since the Romanian currency was revalued 1 to 10.000, but many Romanian citizens are still naming 100 new lei one million old lei. Probably because in that manner they feel richer.

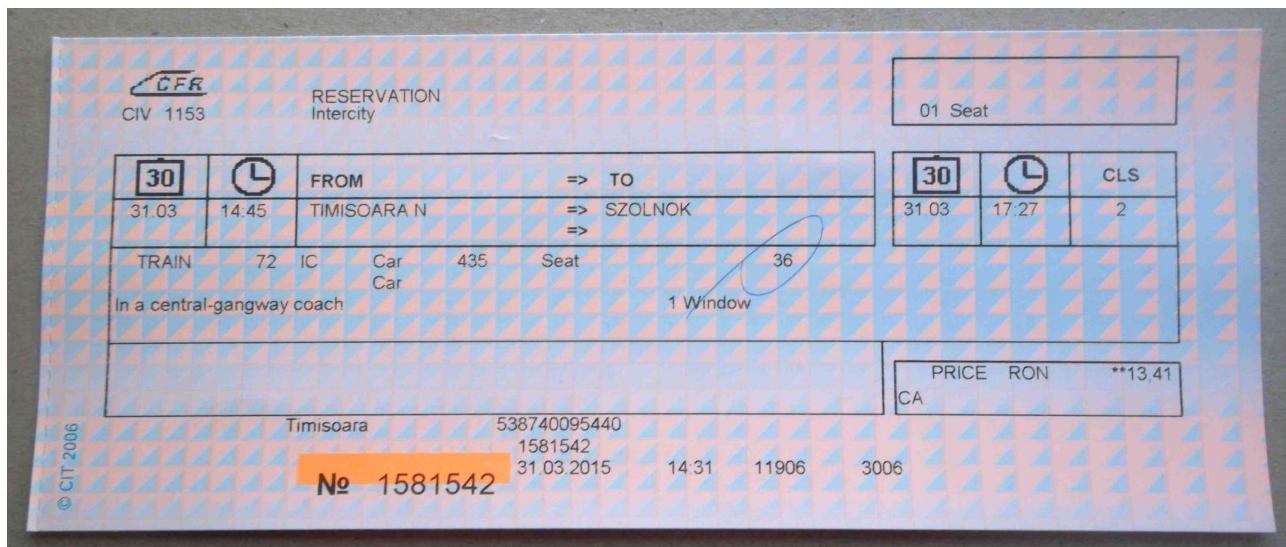
“Where shall I change it?”

“At the kiosk,” said she, nodding at the commercial site being inside the building.

I looked at it, while removing myself from the window, remembering the spirit of the 1990s when I had similarly been dispatched from some money-making places to change the banknote I tried to pay with. And regularly that was a difficult venture.

This time, I will not let myself be drawn farther into the Romanian state! I thought. There is a train to Budapest at 14.45. I will go back!

At the railway station, I bought the following extra ticket:



The train had called in Curtici.

"Where are you traveling?" heard I the stern voice of a frontier policeman addressing a group at the other end of the carriage.

"To building operations in Budapest," answered one of them.

Leaving Romania with passport through a frontier crossing-place is a constitutional and legal right in the Romanian state, I thought. ... Has one to render account of his traveling purpose in a constitutional state?!

"Finished?!" asked me the same frontier policeman as on entry, relatively hard-featured, while superficially looking at my passport. "Are you returning?"

"Yes," said I, nodding my head.

He also cast a glance at me, and went on.

As far as I know, Romania is the only state in the continental Europe punishing the illegal state-frontier crossing with imprisonment, with a deprivation of liberty of 3 months to 2 years. I think, that criminalization act raised an international humanitarian issue relative to the inflow into the country of the asylum-seekers mainly from Asia. The Romanian state as a signatory of the International Convention for the Status of Refugees did not afford punishing people with imprisonment for seeking asylum in Europe. This is why the Romanian law considers the people illegally gotten into the country as being "victims of human smuggling," notwithstanding that the people constituting the demand on that market, and who create the offer by paying the smugglers, are rather the fuel than the by-product of that criminal phenomenon. Moreover, even so, the asylum-seekers possibly managing to reach Romania illegally without assistance would be legally theoretically punished with imprisonment there.

Moreover, while in the "Ceaușescu epoch" the legally so-called "frontier zone" was established as far as 20 kilometers from the frontier line inwards, after the 1989 "revolution" that distance has been increased up to 30 kilometers. In that area, any person can legally be suspected — even by the local civilians legally expected to collaborate with the authorities — "by the place where he is, or the behavior he has," with attempt to illegally cross the frontier, and thus subjected to a "clarification" procedure by the police or frontier police.

Therefore, at the Romanian-Serbian frontier — which shall in a few years become an interior frontier of the European Union, and in a few more years an interior frontier of the Schengen area, freely crossable at any point and in any conditions — I would still have risked on 31 March 2015 being imprisoned for months for the "crime" of attempted illegal frontier crossing. This is an example of how a state can abuse humans by exceptionally criminalizing activities considered to be normal and legal in

the most developed part of the Earth.

I think, that attitude of the Romanian state towards the illegal crossing of state frontier is in close connection with its attitude towards the people who during communism crossed or tried to cross the frontier illegally, and who were before being arrested abused, beaten, shot and even killed by the frontier guards, to whom I also belong with four crossings and imprisonment of around two years. Unlike other East-European states, and just like the Ceaușescu regime, the “democratic” Romania has never recognized or considered the illegal crossing of the frontier of the communist Romania as being a political crime, and consequently, as far as I know, it has never granted any compensation for those people.

After the journey, I have examined again the above-mentioned Romanian sites. On the merstrenuri.ro the outdated information about the Reșița train through Berzovia were still there:

Rute - Mersul trenurilor - Mozilla Firefox Wed Apr 1 2015 08:37:47 Istvan Adorjan

Rute - Mersul trenur... x mersul trenurilor 20... x Planificare călătorie x Planificare călătorie x +

merstrenuri.ro/?Ple=Timisoara+Nord&Sos=Resita+Nord&Via=&St=

Rute: Timisoara Nord - - Resita Nord
Data călătoriei: Jo,2-Apr-2015

Tren	Servicii	Plecare din stația	Sosire în stația	Așteptare	Observații
R 14505	CI2	7:37 Timisoara Nord	10:24 Resita Nord		Regiotrans SRL
Preț		Distanța: 94.7 km		Durata: 2:47	
R 14509	CI2	13:36 Timisoara Nord	15:57 Resita Nord		Regiotrans SRL
Preț		Distanța: 94.7 km		Durata: 2:21	
R 14513	CI2	15:45 Timisoara Nord	18:20 Resita Nord		Regiotrans SRL
Preț		Distanța: 94.7 km		Durata: 2:35	
R 14515	CI2	19:55 Timisoara Nord	22:30 Resita Nord		Regiotrans SRL
Preț		Distanța: 94.7 km		Durata: 2:35	
Retur		Rute întoarcere		Altă zi, alte condiții	

Căutarea a durat 0.001 secunde

Drm : vagon dormit
Cus : cușetă
CI1 : clasă I
CI2 : clasă a II-a

Informații valabile pentru data călătoriei care e afișată.
Trenurile care au menținerea Restricții nu circulă zilnic.
Dacă dorîți să călătoriți în altă zi, reluați căutarea și precizați data călătoriei.

[Ascunde](#)

 Screenshot
Take Screenshot

Rute - Mersul trenurilor - Mozilla Firefox

Route - Mersul trenurilor 20... Planificare călătorie Planificare călătorie

merstrenuri.ro/?Ple=Timisoara+Nord&Sos=Berzovia&Via=&Sub=f

Ruta: Timisoara Nord -- Berzovia
Data călătoriei: Jo, 2-Apr-2015

Tren	Servicii	Plecare din stația	Sosire în stația	Așteptare	Observații
R 14505	CI2	7:37 Timisoara Nord	9:19 Berzovia		Regiotrans SRL
Preț		Distanța: 67.7 km		Durata: 1:42	
R 14509	CI2	13:36 Timisoara Nord	15:05 Berzovia		Regiotrans SRL
Preț		Distanța: 67.7 km		Durata: 1:29	
R 14513	CI2	15:45 Timisoara Nord	17:16 Berzovia		Regiotrans SRL
Preț		Distanța: 67.7 km		Durata: 1:31	
R 14515	CI2	19:55 Timisoara Nord	21:41 Berzovia		Regiotrans SRL
Preț		Distanța: 67.7 km		Durata: 1:46	
Retur	Rute întoarcere	Altă zi, alte condiții			
Căutarea a durat 0.001 secunde					

Drm : vagon dormit
Cus : cușetă
Cl1 : clasa I
Cl2 : clasa a II-a

Informații valabile pentru data călătoriei care e afișată.
Trenurile care au menținută
Restricții nu circulă zilnic.
Dacă doriți să călătoriți
în altă zi, reluați căutarea
și precizați data călătoriei.

[Ascunde](#)

Screenshot
Take Screenshot

However, the outdated information about the Berzovia–Grădinari–Oravița route were removed:

Mersul trenurilor - Mozilla Firefox

Mersul trenurilor mersul trenurilor 20... Planificare călătorie Planificare călătorie

merstrenuri.ro/?Ple=Berzovia&Sos=Gradinari+Caras&Via=&Sub=f

Mersul trenurilor

Ultima actualizare: Mi, 1-Apr-2015 7:38

Atenție! valabil pînă la
Să, 12-Dec-2015

Stație plecare * Berzovia	<input checked="" type="checkbox"/> Regio	4	Timp de așteptare tren legătură (minute)
Stație sosire * (nume eronat) Gradinari Caras	<input checked="" type="checkbox"/> Interregio	minimum necesar pentru a schimba trenul	
Stație Via	<input checked="" type="checkbox"/> Intercity	Jo, 2-Apr-2015	Data călătoriei
Rute Caută rute	Nu avem informații despre trenurile CFR Călători		
Cimpurile marcate cu * sunt obligatorii			
Info Mersul trenurilor pentru o anumită stație	Ajutor Nu știți care este numele unei stații ?		
Mersul trenurilor complet (descărcare)	Ajutor Ajutor vă dă lista tuturor stațiilor		

Screenshot
Take Screenshot

Partial translation from the Romanian language: Mersul trenurilor = Schedule of Trains, Ultima actualizare = Last up-to-date making, Mi = Wednesday, Atenție = Attention, valabil pînă la = valid till, Stație plecare = Station of departure, Stație sosire = Station of arrival, nume eronat = erroneous name.

Mersul trenurilor - Mozilla Firefox

Wed Apr 1 2015 08:42:02 Istvan Adorjan

Mersul trenurilor | mersul trenurilor 20... | Planificare călătorie | Planificare călătorie | +

merstrenuri.ro/?Ple=Berzovia&Sos=Oravita&Via=&Sub=Rute&Trg

Mersul trenurilor

Ultima actualizare: Mi, 1-Apr-2015 7:38

Atenție! valabil pînă la
Si, 12-Dec-2015

Stație plecare * Berzovia Regio 4 Timp de așteptare tren legătură (minute) minimum necesar pentru a schimba trenul

Stație sosire * (nume eronat) Oravita Interregio

Stație Via Intercity Jo, 2-Apr-2015 Data călătoriei

Rute Caută rute

Cîmpurile marcate cu * sunt obligatorii

Info Mersul trenurilor pentru o anumită stație Ajutor Nu știți care este numele unei stații ?

Mersul trenurilor complet (descărcare) Ajutor Ajutor vă dă lista tuturor stațiilor

Screenshot

The screenshot shows a search form for train routes. The departure station is Berzovia, and the arrival station is Oravita. The search results show a single route with a connection at Grădinari. The connection time is set to 4 minutes. The travel date is listed as April 2, 2015. A note indicates that the information is valid until December 12, 2015. The interface includes a sidebar with various icons and a message about CFR rail services.

It can be seen that the site was apparently made up-to-date on 1 April 2015 at 7.38 in the morning. At that time, I had already finished my journey. So, it seems that I did not even had the chance to find out the correct information about the route Berzovia–Grădinari–Oravița. Fact is that this site caused me to draw up an erroneous plan.

According to the screenshots below, the distance Timișoara–Caransebeș–Reșița is around 140 kilometers, as compared to the above-seeable around 95 kilometers of the distance Timișoara–Berzovia–Reșița:

Planificare călătorie - Mozilla Firefox

En Wed Apr 1 2015 22:14:56 Istvan Adorjan

Planificare călătorie

www.mersultrenurilorcfr.ro/imtif/rute.aspx?lng=ro

Bing

Nr Pret Data calatorie Tren Statie plecare Statie sosire Ora plecare Ora sosire Servicii Informatii Suplimentare Durata parcurs

Nr	Pret	Data calatorie	Tren	Statie plecare	Statie sosire	Ora plecare	Ora sosire	Servicii	Informatii Suplimentare	Durata parcurs
1	Pret	02-04-2015	IR 481	Timisoara Nord	Caransebes	01:50	03:30	[2]		01:40
		02-04-2015	R- 9159	Caransebes	Resita Sud	03:45	04:50	[2]		01:05
2	Pret	02-04-2015	IR 481	Timisoara Nord	Caransebes	01:50	03:30	[2]		01:40
		02-04-2015	RE 9161	Caransebes	Resita Sud	05:49	07:04	[2]	Are Vag,directe de la tr:1695	01:15
3	Pret	02-04-2015	IR 1682	Timisoara Nord	Caransebes	05:30	07:00	[1][2]		01:30
		02-04-2015	R- 9163	Caransebes	Resita Sud	07:30	08:35	[2]		01:05
4	Pret	02-04-2015	R- 9574	Timisoara Nord	Caransebes	08:16	10:35	[2]		02:19
		02-04-2015	R- 9165	Caransebes	Resita Sud	13:30	14:36	[2]		01:06
5	Pret	02-04-2015	IR 1699	Timisoara Nord	Resita Sud	16:22	19:05	[2]		02:43
6	Pret	02-04-2015	R- 9576	Timisoara Nord	Caransebes	16:28	18:35	[2]		02:07

Planificare călătorie - Mozilla Firefox

En Wed Apr 1 2015 22:17:31 Istvan Adorjan

Planificare călătorie

www.mersultrenurilorcfr.ro/imtif/rute.aspx?lng=ro

Bing

Ora plecare Ora sosire Servicii Informatii Suplimentare Durata parcurs Durata transfer Dist km Operator feroviar Rezervare locuri Detalii ruta Nr sch.

Ora plecare	Ora sosire	Servicii	Informatii Suplimentare	Durata parcurs	Durata transfer	Dist km	Operator feroviar	Rezervare locuri	Detalii ruta	Nr sch.
bes 01:50	03:30	[2]		01:40	00:15	98	SNTFC	obligatoriu	[3]	1
sud 03:45	04:50	[2]		01:05	-	43	SNTFC	fara		
bes 01:50	03:30	[2]		01:40	02:19	98	SNTFC	obligatoriu	[3]	1
sud 05:49	07:04	[2]	Are Vag,directe de la tr:1695	01:15	-	43	SNTFC	optional	[3]	
bes 05:30	07:00	[1][2]		01:30	00:30	98	SNTFC	obligatoriu	[3]	1
sud 07:30	08:35	[2]		01:05	-	43	SNTFC	fara		
bes 08:16	10:35	[2]		02:19	02:55	98	SNTFC	fara	[3]	1
sud 13:30	14:36	[2]		01:06	-	43	SNTFC	fara		
sud 16:22	19:05	[2]		02:43	-	141	SNTFC	obligatoriu	[3]	0
bes 16:28	18:35	[2]		02:07	01:16	98	SNTFC	fara		

It can be seen that the destination of the 16.22 train is Reșița itself. It may be profitable for the Romanian national railway company, SNTFC, that kind of business management. However, that means that generally the people between Timișoara and Reșița — just like the people between Timișoara and Oravița — prefer to travel with bus or car, rather than train. That also means more expenses on the part of the people, and more air pollution. And that further means that the Romanian state is incapable or

unwilling to enforce social and environmental policies that on the whole would bring more benefit for society than the profit of the SNTFC does.

The politically marked out “fate” of the railway line Berzovia–Oravița can be pictured by the present condition of the narrow-gage railway line Târgu Mureș–Sovata (in Hungarian: Marosvásárhely–Szováta), which I viewed on 21 December 2014 on the occasion of my journey to Grăușor (in Hungarian: Buzaháza) — the place of birth of my parents, and the favorite place of my childhood — within my journey to Romania for personal papers.

[21 December 2014, 10.37] The railway station in Grăușor:



At least in the 1960s and 1970s, this was a beautiful place, it was not overgrown with grass, there was gravel on it, in the shade of big trees.



[21 December 2014, 10.37] In the center, there is the relic of the well.

[21 December 2014, 10.37]



[21 December 2014, 10.36] The rail-track on the right, in the direction of Târgu Mureş:



[21 December 2014, 10.38]



[21 December 2014, 10.36] The rail-track on the left, in the direction of Sovata:



[21 December 2014, 10.37]



There could be found an excuse for the condition of the station-building, even if the trains ran: "We do not have money to pay an employee at every halting-place. The market relations changed essentially. This is the general trend in Europe and the world." But for the condition of the rail-track, I can see no excuse. So much the more as Sovata has an internationally known and relatively flourishing holiday and health resort and spa.

Beyond the individual and personal aspects of this sequence of happenings, it is evident that I am not the only person with resembling experiences, convictions and the view essentially that "it is difficult to come out of Romania with benefit." There are hundreds of thousands of Romanian citizens amounting to millions in Spain, Italy and the United States, and other tens of thousands in other countries throughout the Earth, who do not want to live in their native country, who are sometimes ashamed of bearing the passport of the Romanian state, and who last but not least rather face the difficulties of foreign states and cultures than to return to their land of birth. Maybe, the majority of them do not have much and profound knowledge in politics, but after all they must feel that something fundamental is wrong in Romania.

In my conception, there can be perceived throughout the history of the Romanian state after 1920 — the year when as a result of the first world-war it reached its maximum territorial extension — a constant and consistent ethnic-nationalist strategy outlasting governments and political systems aiming at the accomplishment of the Romanian identity on the territory of the Romanian state. That was in a

manner and measure predicted by Albert APPONYI, who was a member of the Hungarian delegation at the conclusion of the Trianon Peace Treaty in 1920. I consider that perceivable ethnic-nationalist strategy as being an evidence of the existence and actions of the Romanian national secret political organization termed by me “Romanian national conspirational imperialist organization.”

In that historical mission, it was probably the Ceaușescu regime by the manipulation of which the Romanian national conspirational imperialist organization introduced and implemented the most efficient measures of its Romanian ethnic-nationalist strategy, combining the forced assimilation with emigration. To achieve the highest possible emigration rate of the ethnic-national minorities without being accused of discrimination and fascism, it was deliberately reducing and deteriorating the level of living of the whole population of the Socialist Republic of Romania. As a result, it achieved the almost complete emigration of the Jewish and German ethnic groups. West-Germany naively or consciously assisted the Romanian national conspirational imperialist organization in masking itself by paying a sum of money for each ethnically German Romanian citizen having been emigrated legally.

That Romanian ethnic-nationalist strategy has ever since the 1989 “revolution” been still active in a form or another, and in a measure or another. In its intended appearance of lack of negative discrimination, it has affected all the population of Romania, and as such it has been the major cause of the mass disappointment and emigration of the Romanian citizens. However, it has been efficient in a slow and relatively hidden ethnic cleansing of Romania, and as such it has been the major cause of the mass disappointment and emigration of the ethnically Hungarian Romanian citizens, whose number has decreased from around 1.7 to 1.4 million since the 1989 “revolution.” For example, the town of Târgu Mureş, of which population was probably almost completely ethnically Hungarian in 1920, now has more than 50 per cent ethnically Romanian inhabitants.

The present condition of the village Grăușor is an eloquent example and evidence of the country-wide devastation caused by the implementation of the hidden ethnic-cleansing strategy of the Romanian national conspirational imperialist organization.



[21 December 2014, 9.44] I am now in Vărgata (in Hungarian: Csíkfalva) at the road fork, of which main branch leads on towards Sovata, and side-branch towards Grâușor.



[21 December 2014, 10.16] Now, I am on the road linking Vărgata and Grâușor. It is said that it was originally built by the Romans for the transportation of salt from Prajd (in Hungarian: Parajd), through Sovata, probably to Rome. It may be the historic “Way of Salt.” Its modernization was financed not by the Romanian state before 2007, but by the European Union after 2007.

When this Târgu Mureş–Sovata route was first modernized — probably in the 1950s or 1960s — the Romanian state chose not to follow in this respect the Roman Empire, by paving not this road, but the one running on the hill on its left side, or maybe that road was even built on that occasion. It is said that the motive of creating that roundabout was avoiding the construction of probably two bridges over the Niraj (in Hungarian: Nyárád). However, beyond isolating Grâușor, that caused vehicles to ascend the hill after Vărgata, and descend it before Dămieni (in Hungarian: Deményháza) — the village following Grâușor — over decades, and to this day.

Moreover, the authorities — probably the local authorities in Vărgata — asked the European Union for financing the modernization of this road only as far as the other end of Grâușor, and not as far as Dămieni. By so doing, instead of making the best of the occasion of accession to the European Union, they deliberately continued the abnormal isolation of around half a century of Grâușor.

There arises the question: when will the authorities of the Romanian state replace Grâușor in its natural and normal place on the route Târgu Mureş–Sovata after all? As I cannot conjecture that they will surpass the Ceaușescu regime by turning Grâușor into a plough-land in the 21st century.



[21 December 2014, 10.19] I think — unlike road communications — as regards the degree of land cultivation there is a good resemblance between this part of Romania and the Roman Empire.

[21 December 2014, 10.23]



On the way through the village teeming from life in my childhood, but in the course of becoming depopulated at present, there followed one another disused and crumbling houses and fences, and court-yards overgrown with weeds:

[21 December 2014, 10.26]



[21 December 2014, 10.26]



[21 December 2014, 10.27]



[21 December 2014, 10.27]



[21 December 2014, 10.28]



[21 December 2014, 10.29]



[21 December 2014, 10.29]



[21 December 2014, 10.30]



[21 December 2014, 10.30]



[21 December 2014, 10.30]



[21 December 2014, 10.31]



[21 December 2014, 10.31]



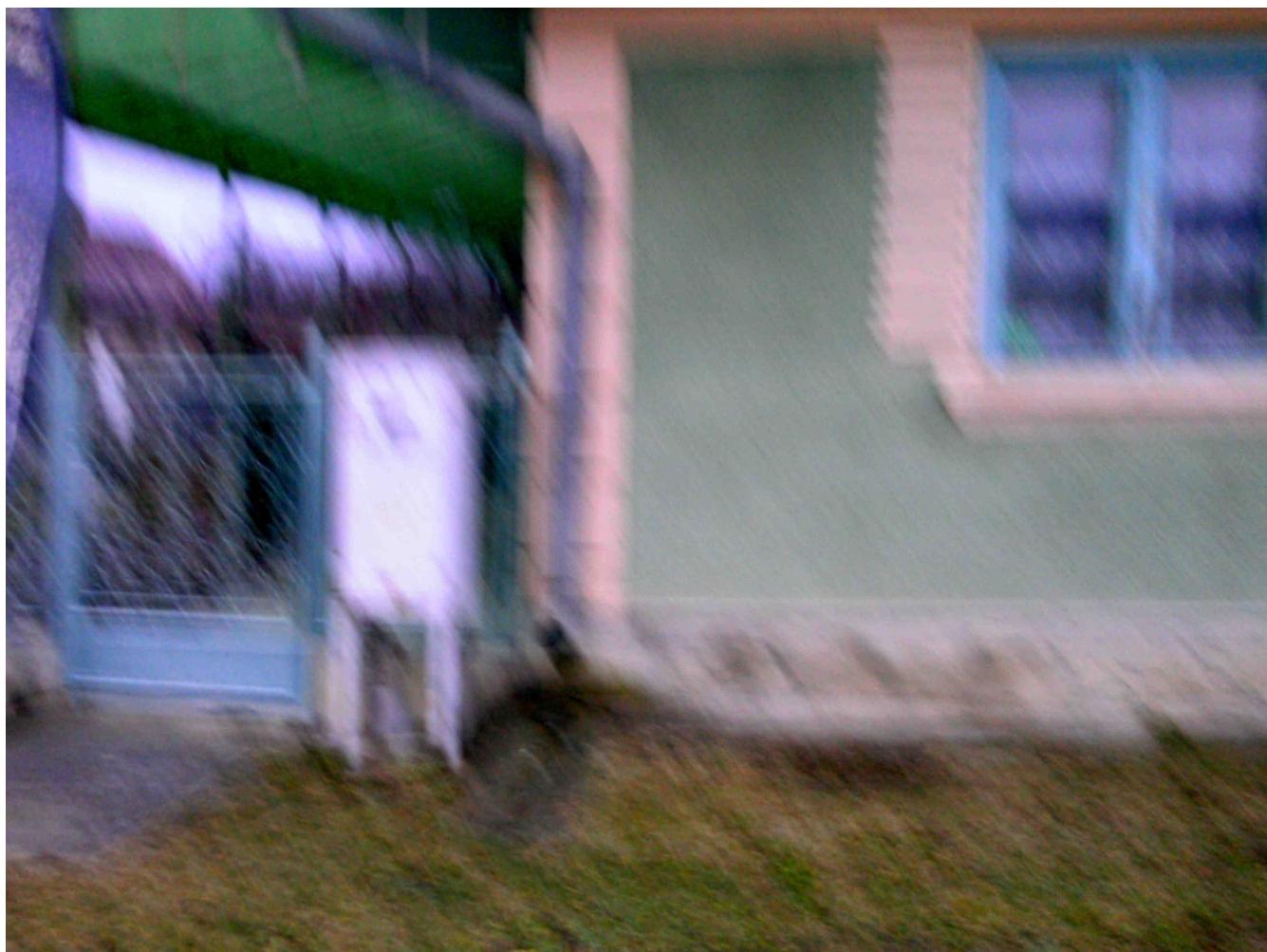
[21 December 2014, 10.31]



Probably, the majority of these houses are not inhabited and no more inhabitable, but their owners have been levied house-tax by the “local public authorities” of the Romanian state, namely the community of Vărgata, which is also a Hungarian-inhabited locality.

In addition to the road-traffic isolation of Grâușor, there was another anti-development factor. Possibly in the 1960s — according to my father — the people of Grâușor got together money to lay on gas, similarly to some neighboring villages, but that money was “stolen” by the initiator; the Romanian state did just so much that it imprisoned that man, but the people both lost their money, and missed the laying on of the gas as well. And in that matter the Romanian state did nothing to help the people have the disposal of that advantageous source of energy.

[21 December 2014, 9.53] In Värgata, there are gas-meters in front of the houses:



[21 December 2014, 9.53]



This part of Romania — named Transylvania — is rich in natural gas. Drillings were conducted in Grâușor as well. There is at least one well in its fields. But its people could not benefit from it to this day.

The social impact mainly of the isolation and lack of gas was devastating. I only refer to some examples among my closest relatives. My three Molnár cousins, whose parents stayed in Grâușor, married out to other localities. My uncle Ferenc MOLNÁR and my cousin Lajos KOVÁCS went to work in Hunedoara (in Hungarian: Hunyad) county, but they soon became habitual drinkers, returned to Grâușor, and later died ultimately because of the alcohol dependency, in 1995, and respectively, in 2005.

[21 December 2014, 10.31] However, there followed an exception standing beside the rule:



[21 December 2014, 10.31] That must be a wonderful palace in the Grâușor relation:

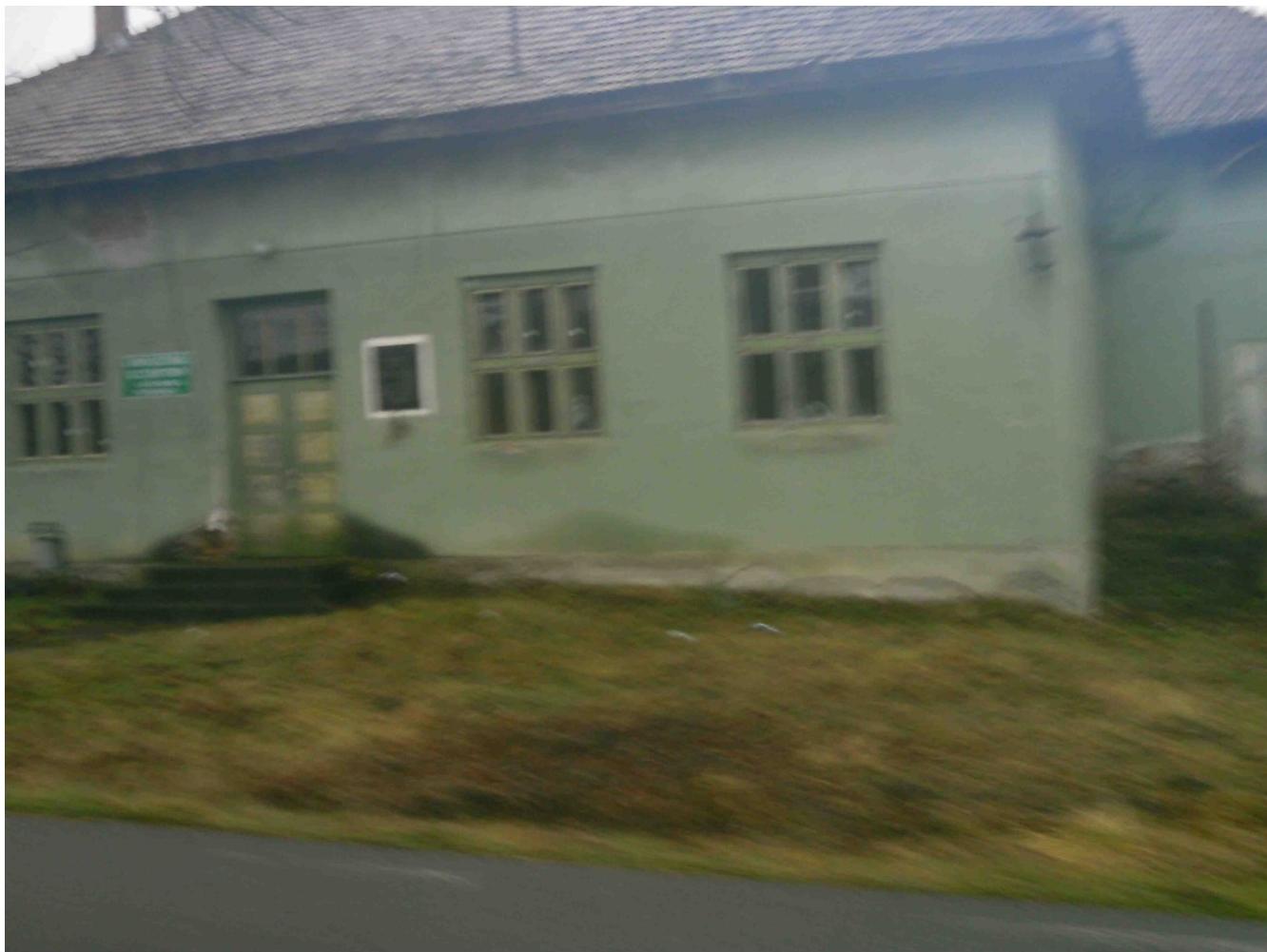






[21 December 2014, 10.32] Only that, behind the grandiosity of this architectural creation, there lies hidden a much more profound and rapid devastation than that of the slowly crumbling houses throughout the village: this is the place where the house and annexes of my Adorján grandparents had been completely demolished in around 2005, there remaining not a single relic left behind by them on the soil of the courtyard. They had one of the few pump-wells in Grăușor. That was also reduced to nothing.

[21 December 2014, 10.32] That is the cultural home:



At least in the late 1960s and early 1970s, there used to be shown a picture on Thursdays. The film man came on a cart from the neighboring village Värgata. Every year, there were arranged a vintage ball, other balls, performances and weddings.

By the 1990s, it was degraded to a site for dispensing charity and funeral feasts.

[21 December 2014, 10.32]



[21 December 2014, 10.32] Now, it may be completely unused:





[21 December 2014, 10.34] There is also land tax in Grâuşor. And almost everybody is a landholder there, while the majority of the lands have not been cultivated for decades.

[21 December 2014, 10.34] On the left, there emerged another sign of human life and development:



I could recognize the roof of the house that till 1995 was the property of my Molnár grandparents, and in which I had dwelt for around two weeks every summer when I was a schoolboy. However, the fence was too non-seeable through and too high for my eyes at around 180 centimeters to see into the courtyard. The new owners might have something to hide from before the humans looking that direction from the street. As far as I am concerned, I know it from my mother: behind the grandiose fences enviable even in the town of Târgu Mureş there were demolished all the before-1995 annexes, probably with the exception of the well.



[21 December 2014, 10.34] Above the center of the gate, the wood on the hill can be seen.



[21 December 2014, 10.34] The pear-tree was kept.



[21 December 2014, 10.34] Beyond the personal aspects, maybe it would be better for Grâușor that every crumbling house be bought and renovated or demolished, and new buildings be erected by humans of means. But it seems that they are missing.

[21 December 2014, 10.34] I turned to the right, towards the railway station:



[21 December 2014, 10.34]



[21 December 2014, 10.36]





[21 December 2014, 10.41] I will now climb the hill-side to view the burial-ground of my Adorján grandparents. That provides an image of past and present society.



[21 December 2014, 10.41] It is said that there may be bears. Some villagers are afraid of going there. One more problem that was also created by the Romanian state, with its extreme wild-animal protection policy. It seems that for it the safety of the largest brown-bear population of around 5000 in Europe is more important than the safety of the people. Bears are regularly endangering properties and lives of humans in Romania. In spite of the fact, there comes out no solution on the merits on the part of the authorities.



[21 December 2014, 8.47] This board I saw in the bus stopping-place in Miercurea Nirajului (in Hungarian: Nyárádszere-da). It considers bears as being “natural treasures,” and attributes their appearance in the mostly non-mountainous Niraj Valley not to their rapid breeding as a result of the political practice of the Romanian state, but to the “shrinking of its natural habitat.”

It is known that bears in Romania regularly live in the Carpathian Mountains. Under the circumstances of the mass emigration and the extended poverty in Romania, it does not seem to me plausible that the virgin areas of the Carpathians have been affected by the human settlement and economic activities in a measure enough to cause the “ever more often penetration of brown bears on areas inhabited by humans.”

[21 December 2014, 8.47]

- Mechanical grass cutting on wet grasslands during nesting period (May — June) may destroy as much as 90% of the nests of this species.



Barnas medve • Urs brun • Ursus arctos

- A területi gyakorlatok helyek megfogyatkozása, lerömlása és feldarabolódása miatt a medvei gyakran az erőszakkezelésbe kényszerülnek.
- Din cauza fragmentării habitatului, urșii pătrund din ce în ce mai des în zonele locuite de om.
- Because of the shrinking of their natural habitat, penetration of brown bears on areas inhabited by humans becomes ever more often.

Sárgahasú unka • Buhaiul de baltă cu burta galbenă

• *Bombina variegata*

- A műtrágya-használat mellőzése biztosítja a talajvíz tisztaságát, amely a pocsolyákban élő, rovarpusztító unkák számára nélkülözhetetlen.
- Apele de suprafață permanentă și sezonale trebuie să răstrângă curate, nepoluante pentru supraviețuirea acestei specii.
- Keeping clean seasonal and permanent surface waters is indispensable for the survival of this species.





[21 December 2014, 10.48] There were buried my Adorján grandparents. The devastation of the hidden ethnic-cleansing policy affected and can be seen on the burial-grounds as well.

[21 December 2014, 10.53] That is the 1976 tomb of the sister of my father and my aunt Ilona KOVÁCS:



[21 December 2014, 10.54]



[21 December 2014, 10.52] That is the 1994 tomb of my Adorján grandparents, the parents of my father:



[21 December 2014, 10.54]



[21 December 2014, 10.53] And that is the 2005 tomb of their grandson and my cousin Lajos KO-VÁCS, who was carried off by alcoholism at the age of 49 years:



[21 December 2014, 10.53]





[21 December 2014, 11.24] On the basis of this parcel of land, one may think that it was October.

[21 December 2014, 11.25]



[21 December 2014, 11.30] I turned to the right, towards the cemetery on the other hill:





[21 December 2014, 11.33] There is a concrete bridge over the Niraj. Its building was financed also by the European Union.



[21 December 2014, 11.36] On that hill, there is the main cemetery in Grâușor.

[21 December 2014, 11.47] That is the 1947 tomb-stone of Ferenc MOLNÁR, the grandfather of my mother:



[21 December 2014, 11.47]



[21 December 2014, 11.44] That is the 1986 tomb of the parents of my mother, my Molnár grandparents:



[21 December 2014, 11.44]



[21 December 2014, 11.50] And that is the 2010 tomb of their son László MOLNÁR, the greater brother of my mother:



My uncle lived between 1935 and 2010, died at the age of 75 years. His economic and moral social position was well above the average. In addition to farming, he was a forester as well, and later collected milk from the villagers. He built a relatively big house from burnt brick, when the majority of the houses in the village had been built from mud, wood, and sun-dried unburnt brick. He brought up three children.

[21 December 2014, 11.50] Inverse contrast between present and past:





[21 December 2014, 11.50] Otherwise, along with this similar tomb, the tomb of my uncle lies on the highest place among the earth tombs in the cemetery.

[21 December 2014, 11.51] There are many other such tumuli farther down on this side of the cemetery:



[21 December 2014, 11.51]



[21 December 2014, 11.52]



[21 December 2014, 11.52]



[21 December 2014, 11.53]



[21 December 2014, 11.53]



[21 December 2014, 11.54]



[21 December 2014, 11.54]



[21 December 2014, 11.55] Loft past and low present:



[21 December 2014, 10.25] At the edge of the village, there is an older place-name table on the right side of the road. On it, the Hungarian name is daubed:



It is a fact that the Romanian extreme-nationalism has an interest in Grăușor. And as the village is ethnically composed exclusively of Cziganys (Hungarian Romany) and Hungarian humans, that extreme-nationalism must be central.

There can also be seen the earlier struggle between the residents of the place, who fastened the table at around 4 meters high, and the Romanian extreme-nationalists, who even so had the necessary means to reach and daub it. As the Romanian ethnic-cleansing means the “cleansing” of the non-Romanian place-names as well.

[21 December 2014, 10.25]



[21 December 2014, 10.25] On the other side of the road, there is a crucifix:



Therefore, it is a fact as well that Christianity also has an interest in Grâușor. So much the more as that wooden crucifix with the cast “Jesus” is an up-to-date version of an old-standing one with a rusty tin “Christ.” So that, at least with their common place and concern, extreme-nationalism and religion are together here at least. Extreme-nationalism has been causing the morbidity of Grâușor, while Christianity has never remedied it, it has just been making a “promise to you, and to your children, and to all that are afar off,” [Ac. 2: 39] that has never been fulfilled, and of that there is no prospect to ever be fulfilled. So that, there arises the conjecture: are not they playing the same show? Is not the national church a puppet-show, are not the national churchmen puppets of extreme-nationalism? Suggesting to humans: “Do nothing, just suffer the tribulations, wait and hope.” More exactly: “Do nothing, [Jn. 8: 28] suffer tribulation, [1 Thess. 3: 4] wait for the promise of the Father, [Ac. 1: 4] and hope to the end for the grace that is to be brought to you at the revelation of Jesus Christ.” [1 Pe. 1: 13] In order that, with its hidden extreme-nationalist policy, the national conspiratorial imperialist organization may undisturbedly fulfill its hidden promise of an ethnic-nationally cleansed state.

In the Romanian relation, this hidden intertwining between polity and religion is also indicated by the extreme church-building expansion of the Romanian Orthodox Church in the Hungarian-inhabited localities, probably intending to suggest a Romanian supremacy, and to stimulate Romanian settlement. At present, the Romanian Orthodox Church intends to build an onion-shaped-dome church in Miercurea Nirajului, just on the principal square, for the very few Orthodox faithful living there. Otherwise, the main square in Târgu Mureş has been dominated on its both ends by a large Romanian church each since after 1920, suggesting and indicating the intention of the Romanian overwhelming of the place.



[21 December 2014, 12.08] The Romanian national conspirational imperialist organization intended to apply a kind of final solution to wipe out Grâușor in the late 1980s within the then plan of systematization of localities. However, instead, it came to the necessity of organizing the “revolution” in December 1989. If it had succeeded in that “systematization,” now Grâușor would have looked like that plough-land, and this place-name table would not be here, or it would mark the once end of the inhabited area of the village in space and time.

The Romanian national conspirational imperialist organization is not the only responsible for the condition of Grâușor and its people. The Hungarian national conspirational imperialist organization cannot regularly manipulate the central organs of the Romanian state, but it can manipulate its local organs in the predominantly Hungarian-inhabited localities, and it can also manipulate humans, especially ethnically Hungarian humans. There are many Romanian Hungarian humans who are emotionally responsive to the Great-Hungarian ideas, and ready to do sacrifices for them. I would extremely exemplify with the suicide-assailants of the Islamic fundamentalism. According to my experience and conviction, there were done such sacrifices in relation to Grâușor.

The Romanian Great-Hungarian humans consider not Bucharest, not Brussels, but Budapest as being the center of the world, and see the solution for their problems in the Hungarian tanks, sent by the “Hungarian Putin,” created by the Hungarian national conspirational imperialist organization — which is the main bearer and promoter of the Great-Hungarian ideas and of the historical Great-Hungary — to the “Hungarian Donetsk,” namely Transylvania, which is a region historically disputed by the Hungarian and the Romanian national-imperialist states.

[21 December 2014, 12.19] I reached the boundary of the village. One can see on the confines of the plough-lands the difference of development between Grâușor and Vărgata:



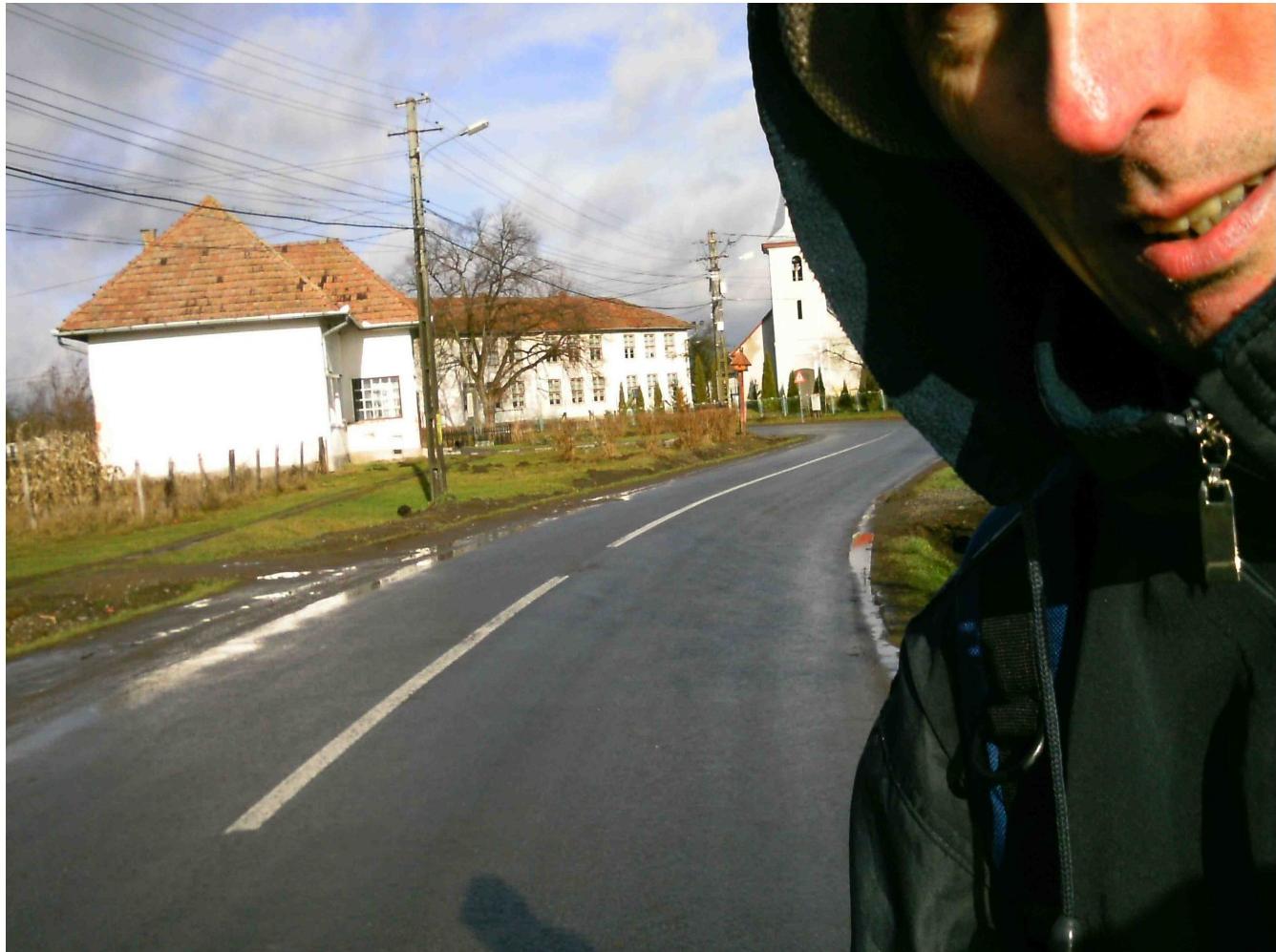
[21 December 2014, 12.20]



[21 December 2014, 12.20]



[21 December 2014, 13.22] In Vărgata and Valea (in Hungarian: Jobbágfalva) — which were included in the public-road route Târgu Mureş-Sovata, and laid on gas as well — there can be perceived some more development:



[21 December 2014, 13.32]



[21 December 2014, 13.49]



With the concept of “Romanian national conspirational imperialist organization,” I can also answer the question: why the site merstrenuri.ro failed to make it up-to-date the information about the route Timișoara–Berzovia–Reșița?!

The Romanian national conspirational imperialist organization knew that for creating the front-cover of my first of four books written about my four illegal state-frontier crossings I had traveled to Tămășeu (in Hungarian: Paptamási) into the Romanian–Hungarian frontier zone on 18 September 1998, and took a snapshot from the bridge of the river Barcău at around 5 kilometers from the state frontier. Consequently, it expected that I would travel also to Grădinari into the Romanian–Yugoslav frontier zone sooner or later, to take snapshots for the front-covers of my second and third books. In my hypothesis and conviction, that site was manipulated by the Romanian national conspirational imperialist organization in relation to my person to provide false information about the route Timișoara–Berzovia–Grădinari.

The first possible answer to the above question is that the site had to maintain its image of faultiness, as it was before. Because it would have been too strange — an indication to its being manipulated — if my journey had made it faultless. According to the second possible answer, the failure to remove the outdated information about the route Timișoara–Berzovia–Reșița on 1 April 2015 could reflect the intention of the Romanian national conspirational imperialist organization to have that service restarted soon, as its taking out produced the required effects, and, possibly, it was not justified economically. At the same time, it would also like to make me appear, particularly through this article, as a “fool,” as

suggested with the apparent updating day of 1 April, which is considered in Romania as being the “Fool's Day.” It needs my “foolery” to disguise its existence and actions.

Summarizing this Grădinari journey: 1) the measured-out delay of the international train made me run in vain in the station in Timișoara; 2) the taking out of the Reșița train prevented me to leave Timișoara at 13.36; 3) the first ticket-clerk having change money did not issue me a ticket, and did not offer to change the banknote; 4) the second ticket-clerk conditioned the issuing of a ticket to me upon my changing the banknote of 500 lei. And that sequence of obstacles would have continued probably so: 5) the sales clerk of the kiosk would have conditioned the changing of the banknote upon buying something; 6) I would have succeeded in changing the banknote too late for catching the Oravița bus at 14.30; etc.

For more information about my experiences and conception on the Romanian, Hungarian, and other national conspirational imperialist organizations, one may read my other publications. So far, I have succeeded in sending to the surface the following: 1) the Hungarian-language and paperback version of my book entitled “Towards the Iron Curtain of the Hungarian Communist State,” (A magyar komunista állam vasfüggönye felé), in Romania and Hungary; 2) the English-language and electronic version of my book entitled “Towards the Iron Curtain of the Hungarian Communist State,” with the Internet distributor Kobo; 3) the English-language and electronic version of my article entitled “Romanian Budapest-Consulate Unlawfulness on 30 September 2014,” with the Internet distributors Google Play and Kobo; 4) the English-language and electronic version of my article entitled “Romanian Budapest-Consulate Unlawfulness on 31 October 2014,” with the Internet distributors Google Play and Kobo; 5) the Romanian-language and electronic version of my book entitled “Documents and Objects relative to My Fraudulent Crossings of the State Frontier of the Socialist Republic of Romania” (Înscrисuri și obiecte relativ la trecerile mele frauduloase ale frontierei de stat a Republicii Socialiste România), with the Internet distributor Google Play; 6) the English-language and electronic version of my book entitled “My Restrained Asylum Documents and Their Restraint,” with the Internet distributor Google Play; 7) the English-language and electronic version of my article entitled “A Case of Securitate Dossier Burial in Romania,” with the Internet distributor Google Play. Also, in preparation is my e-book entitled “My Arisen Essential Asylum Documents and Their Essence.”

This e-article was edited by the author personally with mainly the following technical means: computer Acer AOD270, camera Rollei Sportsline 60, operating system Linux/GNU Ubuntu 14.04, web browser Mozilla Firefox 28.0, Screenshot 3.10, photo manager Shotwell 0.18, productivity suite LibreOffice 4.2.

The End of E-Article